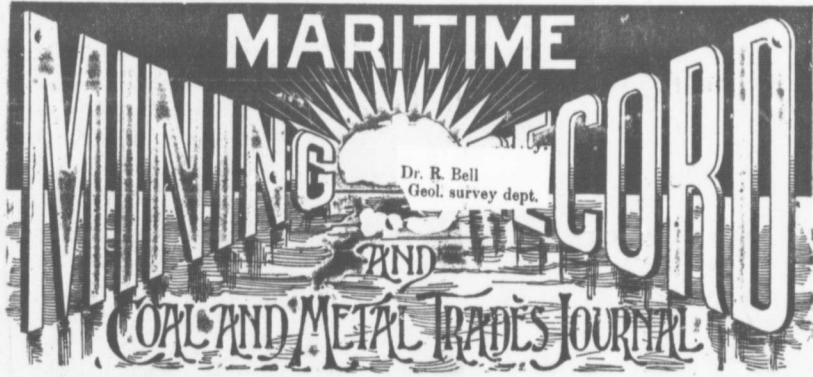


Mauna

2



Cumberland. * *Pictou.* * *Cape Breton.* * *Inverness*
 New Series Vol. 8 No. 22 MAY 23rd., 1906 STELLARTON, N. S.

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 LIMITED.
 SYDNEY, NOVA SCOTIA.

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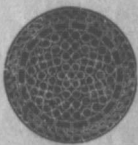
AGENT: **H. M. WYLDE,** P O Box, 529 **HALIFAX N. S.**

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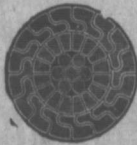
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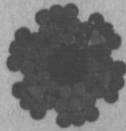
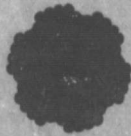
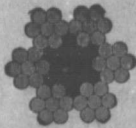
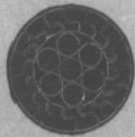
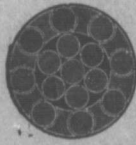
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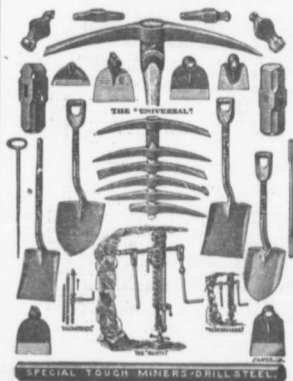
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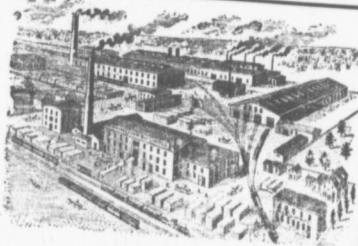
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On and after Sunday, JAN. 14th 1906 trains run daily, Sunday excepted, as follows:—

—TRAINS LEAVE STELLARTON—

No 144 Mixed for Hopewell	5.55
No 79 Mixed for Trenton	6.30
78 Mixed for Hopewell	6.55
18 Express for Halifax, and St. John	7.40
31 Mixed for Pictou Landing	7.40
62 Mixed for Pictou	7.45
65 Mixed for Mulgrave	8.15
19 Express for Sydney	8.15
25 Mixed for Pictou	11.10
56 Mixed for Trenton	11.15
130 Mixed for New Glasgow	11.50
20 Express for Halifax and Montreal	15.50
140 Mixed for Pictou	15.55
101 Mixed for Pictou Landing	16.00
23 Mixed for Hopewell	16.50
65 Mixed for New Glasgow	18.10
17 Express for New Glasgow	19.50
66 Express for Pictou	21.25
21-49	21.49

—TRAINS ARRIVE AT STELLARTON

79 Mixed from Hopewell	6.30
78 Mixed from Trenton	6.55
61 Express from Pictou	7.30
18 Express from New Glasgow	7.35
31 Mixed from Hopewell	7.35
65 Mixed from Trenton	7.55
100 Mixed from Pictou Landing	8.00
25 Mixed from New Glasgow	8.20
27 Mixed from Pictou	10.55
66 Mixed from Mulgrave	10.55
19 Express from Pictou	11.50
130 Mixed from Pictou	11.00
20 Express from Sydney	15.40
140 Mixed from Pictou Landing	15.45
23 Mixed from Hopewell	18.10
62 Express from Pictou	18.45
65 Express from New Glasgow	19.35
17 Express from St. John and Halifax	21.25
66 Express from Pictou	21.25

All trains are run by Atlantic Standard time Twenty four
o'clock is mid-night. Moncton, N. B. JAN 9th. 1906

VULCAN IRON WORKS, Wilkes-Barre FOUNDED Pennsylvania.

Hoisting Engines in all Sizes from 12 inch. x 16 inch. Cylinders,
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—For the **COAL TRADE**
BECAUSE

- (1)—It allows of one operation, working a larger area than any other fan.
- (2)—It will clean out dangerous and insupportable dust from a mine, by reason of its superior force and positive action.
- (3)—Because it costs less money to install, for every foot pound of actual work done on the mine; and is maintained and run cheaper than any other fan.
- (4)—It is incombustible and cannot burn.
- (5)—It gives adequate ventilation right to the end of the life of the mine. No replacing or diminution of air, like common fans. It will last the life of any mine.

The best reason for its use is the coal trade buys it; a Company having bought one, buy it always.
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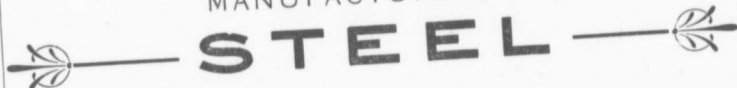
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Mining & Mill Supplies.

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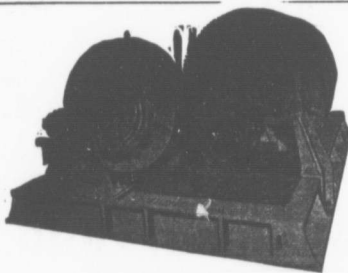
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Steam Goods
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Description.

**Iron Pipe for
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Westinghouse Type C. C. L. Industrial Motor—
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**Westinghouse Motors
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**RELIABLE,
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**ONE
MAN'S
VIEW.**

A well-known mining man recently finished an inspection of the ANTHRACITE coal fields of Pennsylvania. When asked what impressed him most, he said

"The ability of the water, and the fact that of all the pumps I saw there two out of three were Jeausville Pumps."

An indication at least that we know how to handle the acid water problem.

When you send us the lift and quantity of water and the available power, we will send you complete information about what we can do for you.

Our bulletin No. 8, fresh from the printer, is full of up-to-date information. Write for it now before you forget.

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Mines of Gold, Silver, Coal,
- Iron, Copper, Lead, Etc.

Titles direct from the Crown
At Moderate Royalties.

GOLD AND SILVER.

Licenses are issued for prospecting for Gold and Silver for a term of twelve months. They comprise areas 150 by 250 feet, and any number can be obtained, at a cost of 50 cents per area. Leases of any number of areas can be obtained, at a cost of \$2.00 per area, for a term of 40 years; subject to an annual rental of 50 cents per area.

Licenses are issued to quartz mills, which make returns and pay royalty on the gold at the rate of two per cent, on milled Gold, valued at \$19.00 per oz.

Minerals other than
Gold and Silver.

—LICENSES TO SEARCH—

over five square miles for eighteen months, cost \$30.00; leases for four renewable terms of twenty years each can be selected from them at a cost of \$50.00, and are subject to an annual rental of \$30.00

All titles, transfers, etc., are recorded free of charge by the Department. The royalty on coal is 10 cents per long ton, and on other minerals in proportion.

The Gold District covers over three thousand square miles, and the deposits of coal iron ore, etc., are practically unlimited.

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Commissioner of Public Works and Mines, HALIFAX, N. S.

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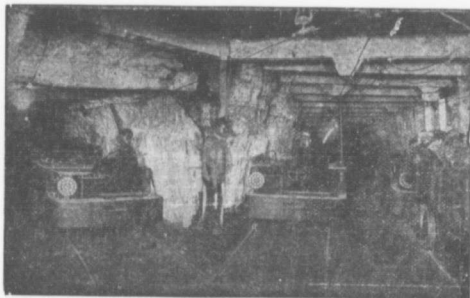
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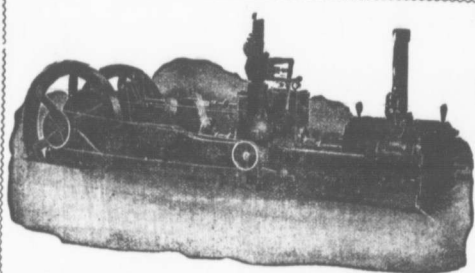


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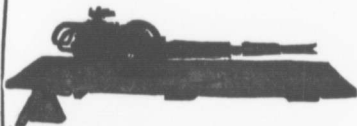
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COAL MINING MACHINES,

Air and Electric Coal Undercutters.
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Reduce the cost of production.
Increase the output per miner.
Produce more lump and less slack than
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since less powder is needed. Require less
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The...
MARITIME MINING RECORD

Vol. 8, No. 22. Stellarton, N. S., MAY 23rd, 1906 New Series

SELECTED QUESTIONS.

SOME SURVEYING QUESTIONS.

The following questions were submitted to candidates at the City and Guilds of London Institute in the department of Technology. These questions as will be noticed in the Instructions are merely preliminary. If the main questions are to be guessed at from the preliminary ones some of the candidates must have risen from the second sitting with a puzzled look in their eyes:

INSTRUCTIONS.

"No Certificates will be given to Candidates on the results of this Preliminary Examination, but their successes will be notified.

The number of the question must be placed before the answer in the worked paper.

Drawing instruments, simple scales and mathematical tables may be used.

A sheet of drawing paper to be given to each Candidate.

Three hours allowed for this Examination.

The maximum number of marks obtainable is affixed to each question.

Not more than seven questions to be attempted

1. Calculate the area of the field of which the following is a chain survey, the measurements being in links. Express the results in acres, roods and poles:—

	O	
	1,677	
	1,300	513
256	1,164	
	1,041	
852	,897	206
	,0	
	O	

(45 marks.)

2. Make a scale of 85 links to the inch, and with it plot the above survey. (45.)

3. The plan of a field is drawn by mistake with a scale of 13 ft. to the inch instead of with one of 23 ft. to the inch; the area of the field, as drawn with the wrong scale, appears to be 17a. 2r. 19p. What is its true area? (45.)

4. A seam dips at an angle of 67 degrees to the horizontal for a distance of 967 ft., measured along the seam, and then continues dipping at an angle of 42 degrees. A shaft is started to cut the seam at a distance of 1,124 ft. from the outcrop; at what depth will it cut the seam (35.)

5. The co-ordinates of two points A and B. are

A.—Latitude N. 2,017 links. Departure W. 264 links.
B. " S. 339 " " " E. 1,484 "
Determine the distance and bearing of point A from point B. (40.)

6. An embankment, the top of which is horizontal and is 40 ft. wide throughout, is 170 yards long. At one end its vertical height is 17 ft., and its sides have a slope of 1 in 2; at the other end it is 13 ft. high, and its sides have a slope of 1 in 1. Calculate its contents in cubic feet. (45.)

7. A rectangular field has an area of 5a. 3r. 17p, and the distance between its diagonally opposite corners is 10 chains 35 links. Find the length and breadth of the field. (40.)

8. A bar of steel is magnetised and freely suspended from its centre of gravity; state exactly what position it will assume, and how this position will vary within twenty-four hours. (35.)

9. A circular grass-plot has a radius of 215 ft; a hexagonal bed is cut out of its centre, the area of which is one-sixth of the area of the plot; what is the length of the side of the hexagon? (40.)

10. Draw a plan of the plain miner's dial, indicating how it is graduated, and explain the reason for this graduation. (30.)

After the Board of Examiners, for granting certificates to candidates, qualifying for mining positions, had delivered their report, the Record made application to be furnished with a copy of the answers to a set of papers in each of the grades. The Commissioner of Mines did not like to grant the request over the head of the chairman of the Board. The Record still holds that a set of answers should be published, whether of a successful or unsuccessful candidate is immaterial. Those who fail have no means of knowing where in they came short. The plain truth is that the Board has not yet by any means arrived at a state of perfection. The members have a thing or two to learn were they only docile. There were three questions propounded which were peculiar. They may be easy if one knew the way, but to the ignorant, one is hard, a second is impossible of answer in the way it is put, and a third appears ridiculous. One who has secured a managers certificate says he essayed to answer two of them but he has the lurking suspicion that he has committed folly. There are some things that appear at first sight ridiculous which turn out to be sublime under the hands of a master. That may be the way with these questions. Will some of our smart students answer any or all of the following three questions put to candidates at the last examination. A free invitation is extended

to the several members of the examining board to have a shy at them, and thereby knock the feet from under the sceptics who doubt if the Board can answer their own questions:—

MECHANICS.

No. 7—The safety valve is 4 inches in diameter, and loaded to blow-off at 80lbs. per square inch. The large end is 30 inches; and the weight is 7½ lbs. at the end; and the weight of the valve and lever is 12 lbs. What is the length of the short arm?

MODES OF WORKING.

No. 1—In approaching the old workings of a mine that has been flooded with water, a feeder of water is struck in a bore-hole eight yards in advance of the face. (a) How can we determine the head of pressure without making a complete boring, and (b) how can we find the thickness of the barrier without boring through it?
Answer fully the last question (b).

4—A spherical dam of concrete is to be built to withstand a pressure due to 820 feet of head the external radius being 6 feet; ultimate crushing strength in lbs. per square inch being 2000 for concrete; factor of safety of 10.

THE ODELL ACCIDENT.

The important jury trial in the case of Charles M. Odell vs the Windsor Hotel Company was concluded last week with a verdict in his favor for \$10,007 the full amount of his claim. Mr Odell who was a civil engineer in the service of the Dominion Coal Co. claimed damages on account of permanent injuries received in an elevator accident while he was a guest at the Windsor Hotel, in May, 1905.

The witnesses did not all agree on the circumstances attending the accident. According to those summoned for the plaintiff, including Mr. Odell himself, the power had been turned on when he had still one foot in the elevator, while witnesses for the defence held that the accident occurred when Mr. Odell attempted to leave the elevator while it was in motion.

After hearing the addresses of counsel on both sides, and the judges charge, the jury returned a verdict holding the hotel company solely responsible for the accident on account of the shaft door not having being closed before the elevator started, and they awarded the plaintiff the full amount of his claim.

It may be of interest to readers to know that the first iron boat was built at Taskine, a village on the Monkland Canal, about two miles from Airdrie, Scotland. The plates used in its construction were manufactured at the works of the Monkland Iron Company, the rollers in the mills at that time being turned by water wheels. Many were in the belief that it would not float, and it was said a great deal of wagering took place. An old woman who was paring potatoes by the side of the canal in the vicinity where the boat was being built overheard two men betting over the affair. To the one who was confident of its floating she said, "You'll win, ma man," and to prove her assertion she gave her pot with the potatoes a shove off on the water, at the same time adding, "I telt ye it wud soom." The above boat plied on the Forth and Clyde Canal.

A POWERFUL LIGHT.

The South Stack lighthouse, of Anglesea, started a new light last month. The old light has been in use since 1875, and was a paraffin lamp burning oil under normal pressure. The new lamp is fed with paraffin under pressure and vaporised by means of a system known as Matthew's vaporised oil system of lighting. The new light is reported to be of 250,000 candle-power, and is said to be visible on a clear night at a distance of 21 miles.

The following item from the Coal Trade Journal gives an idea of how cheaply coal is hauled in the U. S. It will be noticed that the fifty cents a ton includes dumping at the terminus:—

"The Chicago & Alton hauls soft coal 162 miles and dumps it through a subway tunnel into the subway cars in Chicago for 50 cents per ton. The subway, by actual timing, recently received this coal in the delivery time of one minute and twenty seconds, and in eighteen minutes thereafter it delivered it into the coal hole of the First National Bank Building.

Says the Coal Trade Journal:—

A. E. Dymont, member of parliament for the district in which the Canadian Soo is situated, makes the important announcement that the government intends to allow the Lake Superior Corporation to bring in soft coal from the United States free of duty in order to allow the company to manufacture its own coke on the Canadian side. The announcement means that the proposed coke plant will be erected at an advantageous location close to the steel rail mill. The government's action is said to mean a big victory for the Lake Superior Corporation.

Referring to the Report that the Dominion Iron & Steel Co., in pursuance of its policy of keeping up prices had turned down a Grand Trunk order for steel rails, the Sydney Record is able to state authoritatively that the company is not, of course, turning down orders but it did decline the other day to fill the Grand Trunk Railway's order for 10,000 tons of steel rails because the Grand Trunk wanted them at a price \$4.75 less than the ordinary market rate. The Dominion Iron and Steel Company is anxious for orders, but not at bargain counter prices. There are now as many orders on hand as the company can immediately fill."

Intercolonial Railway.

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Victoria

Day,

May 24

1906

Maritime Mining Record

The MARITIME MINING RECORD is published the second and fourth Wednesday in each month.
The RECORD is devoted to the Mining—particularly Coal Mining—Industries of the Maritime Provinces.
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R. DRUMMOND, PUBLISHER.

STELLARTON, N. S.

MAY 23rd 1906

- Rubs by Rambler.

Though Chas. W. Wilkie of Antigonish is to the writer an unknown quantity, I am much obliged to him for having furnished me with a text on which much can be said without much effort or even the donning of the proverbial "considering cap." I knew at one time, a Wilkie, he was an Englishman, whereas this Wilkie is, without doubt, of Irish lineage. This Wilkie is a humorist, and a poet, whereas the Wilkie I knew was matter of fact, and unpoetical. The Wilkie I knew had no iron ore areas to dispose off, and hence lacked the necessary stimulus to set his imagination in full play. Though full of humor, it is not thereby implied that he is full of 'good' humor. No, indeed. He can be very ill natured at times. Some general remarks re Arisaig iron ore in last issue must have touched this unknown Mr. Wilkie on the raw. He kicks, but that is not saying he hurts anybody—but himself. He finds fault with the size of the Record, says it is 10 x 12, forgetting to say whether he means feet or inches, and forgetting also to say that there are thirty-two ten by twelves, if inches are meant. Mr. Wilkie is rash in taking up another quarrel unless indeed he is one of the get rich quick and without labor kind. I do not know if it is worth while to take Chas. Wilkie seriously. Nor would I notice his comments were it not that I am pleased, being in the middle of my spring work, to get an easy text. I have got that and an easy subject—in Mr. Wilkie. Mr. Wilkie and his associates have never heard of Mr. Drummond, for he says "... if any person asks who the fellow is the response comes quickly "I dont know anything about him" Does not this prove that Mr. Wilkie's horizon is bounded by the little spot in which he lives, and does it not display equal ignorance on the part of those with whom he associates. Mr. Wilkie has evidently a lofty disdain of the truth. He says that the Record "is trying to destroy one of the most important and extensive ore deposits in Nova Scotia." Record readers know this to be an untruthful statement. If the ore deposits at Arisaig are important and extensive then all that the Record or any other person or company in Nova Scotia can do will not destroy them. To attempt it would indeed be kicking against the pricks. What the Record has said, still says, is that the mere assertion that there are millions of tons of ore at Arisaig is not of itself any proof.

Certain facts are necessary to establish the correctness of the assertion. At least some development, not prospecting work, has to be done. Some money too, not fifty or a hundred, not even a thousand dollars, but more has to be expended in order to furnish proof as to quantity and quality. If one company spent nigh five hundred thousand dollars in looking for ore in Nova Scotia, with results that were not satisfactory, is it easy to believe that parties who have spent not much over five hundred dollars have located ore bodies containing millions upon millions of tons. If the Arisaig iron ore owners have faith in their own words how is it that the properties are not now being worked and developed. If they have millions of tons of ore they have a bonanza, why then are they content to let the treasure go by default, that is, let the areas remain unproductive, for the sake of a little labor, time and money. Mr. Wilkie evidently feels ill at ease at something that was said in reference to those who hold areas, hold them not to develop, but for fancy prices. Hear to this:—

"Re the Arisaig iron deposits, he vilifies the holders as veritable leeches, and complains in this strain about a certain man receiving \$5,000 in cash for an area that he never spent fifty dollars in doing reasonable work upon, and adds that this man was to get \$25,000 when the property was sold, and that the party to whom it was bonded demands the sum of \$100,000 for it.

This, allow me to state, is gross exaggeration on the part of Mr. Drummond, and I herewith ask him for his proof."

From the foregoing it is plain that Mr. Wilkie is in some way connected with the properties at Arisaig, and therefore is an interested party. He gives himself away. He says that it is gross exaggeration to state that \$100,000 is demanded for any area. Possibly. How much less is asked. Will \$75,000 or \$50,000 be anything near the mark. How does he know that what he calls an exaggeration is really that. He could not say so unless he was one of those whose interest it is to sell, not develop the property. He asks for proof. I refer him to one of the holders of an area at Arisaig and a promoter of a company whose first and only object is to sell. Let me tell Mr. Wilkie quietly and calmly that I shall be delighted to learn after exploratory work has been done sufficient to establish the fact, that there are millions upon millions of tons of ore at Arisaig, and further I say, once that is established he and his confederates will be justified in asking many hundred thousands of dollars for their areas—but not until then.

If the Halifax Herald would take a friendly advice it would drop all reference to the British Education Acts, the one of 1902, and the, let me call it, repealing act of 1906, until it has made itself better acquainted, or say even a little acquainted with their scopes. Even were the Herald's views sound and correct on the bills, which they are not by any means, still it would be policy for it to keep as silent as possible. The Herald should know that the Act of 1902 was an iniquitous one. It was a short sighted act. There was bigotry in it and class interests predominated. And above and beyond all the act manifested lofty disdain of popular rights and popular feeling. It was one of

the worst acts of an ill starred government. From 1902 to the present time the years in Britain have been years of unusual sectarian bitterness. It has been well said that the passing of the measure was the victory of the priest and of the Anglican parson. To the Nonconformist—big half of the nation—the measure only meant petty and spiteful persecution. The measure of 1902 carried in its arms the bill of 1906. The measure of 1902 was without doubt the cause of the downthrow of the Balfour ministry. In the present bill there is no show of vindictiveness, indeed to some it goes too far in an opposite direction, and is too magnanimous to the minorities. The Bishops thought for a time they had it all their own way, and so they had but only for a time. The whirlygig of time brings its revenges and now not the Bishops but the public will have control of the schools. Religion may be taught, but not dogma.

The great cry against the British bill is that it will drive religion out of the schools, or as I have heard it said of our public schools in this country, Godless schools will take the place of those where religion was taught. Was religion taught? Is the teaching of a particular dogma religion? I scarcely think so. I go in for no sectarian teaching at the public expense. Religion should not be taught at schools supported from the rates. By religion I mean the religion of the sects. Let the churches attend to that and let the education of the schools be secular, if there is such a thing. 'Then' some one may say "You go in for Godless schools." No I don't. A school may not be Godless even though religion is not 'taught'. This cry of Godless schools is to my mind a mere cry to frighten superstitious people. Are our federal and local parliaments Godless because beyond the opening formal prayer there are no religious exercises. One would scarcely think of calling the Herald office a Godless publishing establishment, solely because Dennis when he comes down in the morning does not call on all hands from the 'devil up to gather in the counting room, so that he may read to them a chapter from the bible, make comments thereon, and give instructions to each man as to his days work, walk, and conversation. Nor could one justly call the Morning Chronicle a Godless publication because "Alva" when he makes his appearance for the day omits to ring the bell to summon his staff, so that he may have a 'word of prayer' with them. Not at all. Is the Sydney Post a Godless paper because John S. lives too remote to conduct morning service himself, permits work to be proceeded with without the mention of the word religion. Is the Sydney Record a Godless publication because Muggah does not insist on having a little prayer meeting on an evening with his men, or Macdonald does not insist on teaching religion as he knows it. Not a bit. And yet, and yet if a little religious instruction in its best sense is needed anywhere, surely it is in the editorial rooms of the Herald and Chronicle; and if fervent prayers, for christian charity, are needed anywhere, surely they would be entirely in the big staff of the Dominion Coal Co. a Godless crowd because of a morning Duggan, or Donkin, fails to expound Anglican dogma; and Backett, or Burchell, makes no response to McCann's clamor for an exposition of Presbyterian doctrine.

Surely no, and just as surely are schools not Godless though religious exercises, alias the exposition of particular or peculiar creeds, have no place in the school curriculum.

Instead of interesting himself in carrying away samples of iron ore from Arisaig, Mr. Hugh Fletcher, of the Geological Survey, will visit and report on the borings being undertaken by private companies north of New Glasgow and elsewhere in Nova Scotia. It is the intention of the government to aid in the boring operations at New Glasgow and Mr. Fletcher will see that proper records are kept of the cores, and will also verify the depths sunk and the distance bored during the coming season. The present depth of this boring, which is being put down by cable drill, is about 3,100 ft. The object of the work is to penetrate the conglomerate formation that is supposed to overlie (hereabouts) the coal measures.

Application has been made by the Newfoundland government for the services of Mr. Fletcher who, should the application be granted, will examine the coal deposits of that island.

It is understood that application has been made to Dr. Haanel of the Geological Department to make a thorough examination of the iron ores of Nova Scotia. It is thought that Prof. Woodman of Dalhousie will be deputed to perform the work. It is to be hoped the examination will be thorough and impartial and that particular attention will be given to Arisaig and also to Whycomagh. It is well that the Federal authorities should do this work seeing the provincial government is shirking its duty in the matter. To the Record it is wholly inexplicable that the provincial government should display so supreme indifference on this question of iron ores in Nova Scotia. In neglecting to endeavor to determine whether or not, as has been so frequently alleged, Nova Scotia is possessed of iron ore in rich abundance, the local government is assuredly neglecting a matter of the first importance. Perhaps the example of the Federal authorities may exert a beneficial influence.

Some may have the idea that postal arrangements in Canada are much superior to those in many other countries. For two cents a letter can be sent to Britain or any part of the United States. Newspapers and magazines can be sent to the United States at a very small cost to the publisher, and for a cent upwards, by private parties to any part of Canada. Some of us are under the impression that we are ahead of Britain as regards cost of postage. This is scarcely so. In one important point Canada is away behind. We have not here a twentieth century parcel post. Our system is antiquated. Indeed it is much more costly to the sender than it was twenty years ago. Our cheapest rate is a cent for two ounces, or 8cts. a pound. In many cases and not infrequently much more. A simple illustration mail costs 40 cts. to send a 5lb. sample by sent by mail let me take stationery. Five pounds of stationery sent by mail cost forty cents for postage. This is ridiculously high. In Britain five pounds of any article can be sent for twelve cents. Eleven lbs. by post in Britain cost 22c., while the same weight costs here

eighty eight cents or exactly four times as much as it does in Britain. Now, of the two countries Canada ought to give the lowest rates, at least in the maritime provinces, for the reason that Canada has a government railway connecting the principal cities and towns, whereas Britain has to depend on private railways for the carriage of mails and has to pay them for the privilege. The British post office system is a thing Britishers ought to be proud of. Besides the carrying of letters and papers, it embraces a parcel express delivery, and the sending of telegraphs, and all at a low rate; the two latter at a much less rate than is paid here. The Canadian Postmaster General should set about the introduction of a reasonable postal parcel system.

A correspondent of the Sydney Post, who is most desirous for the establishment, under government control, of a Technical school or college, presents some strong reasons why Sydney should be selected as a location. On the location of the proposed college I have no feeling and the largest facilities for the carrying out of the aims of such an institution should without doubt be selected. But I question, in the meantime, the propriety, of any locality putting forward special claims as being the one and the only right place for its establishment. What is claimed for Sydney may be claimed for one place after another until one is hampered by conflicting opinions. Indeed, the pressing of particular claims may be a hindrance to the speedy accomplishment of the establishment of a college. If the government which has given an opinion which inspires those working for the establishment of a thoroughly up to date technical college is made by claimants in this and that locality, to understand or believe, that the constituents in some locality will be annoyed or angered unless it is selected as the fittest place, then it may say, "Why should the government be anxious about a technical college seeing it is possible that its establishment may alienate some of its friends." There must be no bickerings over a site. We have not as yet the perfect assurance that the government will undertake the work, though it has led the friends of a technical college to believe it will. At present all should unite in urging upon the government to take prompt and enlightened action in the matter. It is the present intention of the government to place the subject in the hands of the newly authorized Advisory Board. The sooner the Advisory Board has the matter put before it the better. This should be done before dissolution else there may be delay, that will hinder progress for other twelve months. The Advisory Board itself is not, so far as I know, yet appointed. This Board of itself will not be able to devise or promulgate suitable plans. It must call to its aid experts in various lines. All this will take time. Therefore instead of worrying over a site, the friends of technical education in the several localities most interested should keep up a din until the government takes action that cannot be called colorable merely.

I see that some of the extreme partizan, liberal partisans, are making the statement that Premier Murray is very energetic, or rather will be so, in urging the federal authorities to give Nova Scotia increased subsidy to which she is justly entitled. Indeed he is the one and the only one who knows how properly to do the trick. I am glad to hear that there is the likelihood of a satisfactory settlement of this long, vexed subject. Nova Scotia has been knocking at the doors of the Federal exchequer for years. But the doorkeeper, Mr. Fielding

refuses to open just yet. Before he got inside the present chancellor of the Dominion exchequer had a spell of knocking at the door he now so faithfully guards. He ought to know how it feels to keep knocking outside without a response, and no doubt feels a cold sort of sympathy for the present claimant for admission, but that apparently is all. We are told that Sir, Wilfred Laurier admits the justice of Nova Scotia's claim. If that be so, who is hindering Nova Scotia from getting what is justly due her? If the claims are just why does not Sir, Wilfred hint to Mr. Fielding to toll out, and be done with it. The bait has been dangling on the line so long that people will very soon come to the conclusion that it is not worth biting at. And then a fly of a different color will have to be brought out of the box.

It is generally believed at the present time that Cape Breton is a great place to go to. No doubt, and it is one of the best places to get out of. Now don't, no disparagement is intended, rather the opposite. There has scarcely a man holding an official position, gone out from Cape Breton the past six or seven years, who has not gone out laden with benedictions and bric a brac. Indeed a man filling a subordinate position cannot leave one locality to go to another a mile or less distant without being mildly compelled to take with him honeyed words served on a silver souvenir. My goodness; it would almost pay some small officials to adopt some system of shifting from one colliery to another at short intervals. Their cupboards would be soon filled with silverware, and they would have addresses sufficient to fill a fair sized book case. Presentations are now as common as personals in some newspapers. Indeed I think they must be becoming too common to be considered congratulatory. Every man now-a-days who gets a presentation is really the best fellow the donors ever met. Is not the thing being carried a little too far. When a really good man leaves an employ it is well to recognize he had merit. But if every man who moves is to get a presentation, then little value will become to be attached to an address and a gift. A minister on coming to a parish thought it his duty to have the corpse carried to the church, so that he might pronounce a proper and a prepared eulogy. The first eulogy he pronounced was grand, and the subject, no doubt was worthy of it. The second he was called upon to pronounce was even better, though the virtues of the deceased had not been prominent in his life time. And so it went on for several occasions. Deaths were a little more frequent than he expected and his supply of adjectives began to fail. But, besides, a time came when one had to be buried who had not been a pillar in the church nor a pilaster out of it. Here was a case. He could not remain silent without offending the friends of the deceased, and he could not praise without paralyzing his hearers. He got out of it in a sort of way, but that was the last of the special public eulogies. And so it will be with the C. B. men if they keep at it much longer in an indiscriminate way; their stock of adjectives will run short even if their supply of silverware does not. Let real worth and merit be recognized, certainly, but be done with charivari.

The compressor house at Dom. No. 6 is sufficiently advanced to permit of the installation of machinery. The boiler house is an up to date building and very well lighted. The machineshop is well fitted up with lathes, planners, and other tools requisite.

AROUND THE COLLIERIES.

David Marsh, Overman, Dom. No. 3 has resigned.

The Dom. Coal Co. are employing many men and more could be taken care of.

Auditor Blackett of the Dom. Coal Co. is on a visit to the Co's. Boston Agency.

Prof. J. B. Porter of McGill University and a number of his students have been visiting the C. B. mines this week.

Mr. Cottar of the Rand Drill Co. is introducing a new undercutting machine in C. B., and is meeting with much success with his tests.

Nothing further has come to hand with regard to the big discovery of coal in Kings County. Perhaps it is too soon to expect definite details.

About 500 new mine boxes—mostly two tonners—have been built at the Dom. Coal Co's. car shops and sent to the mines during the past two months.

Supt. of Mines Fergie and Asst. Supt. Christianson are busy men these days. Everything is running smoothly, but it takes work and lots of it to produce 15,000 tons per day.

The managers of the Dom. Coal. Co. are in the midst of their spring colliery cleaning. Machinery of all kinds is being cleaned and painted, buildings repaired, and surroundings of colliery and dwellings cleaned up.

Notwithstanding the influx of strangers to the C. B. mines, labor is by no means plentiful in C. B. and latest accounts indicate that it is getting scarcer. The Newfoundland fisheries are draining Cape Breton of natives of that Island.

It was thought early in the year that there might be a scarcity of labor at the Cape Breton mines. The large number of mine workers arriving from the old country has removed much of the anxiety on this point from the minds of the operators.

The grounds about the Dominion Coal Co's general offices are being beautified and put in shape for the summer season, by a number of men from the C. B. nurseries. Flower beds are being placed on the lawn, and the grounds present a very neat and tidy appearance.

Some fifty old country coal miners under engagement with the Dominion Coal Company arrived last week by the Siberian at Halifax from Scotland. They were met by James Johnston, the company's special police officer, who conducted them to Glace Bay. This is the third or fourth Mr. Johnston has met here this season. Owing to his kind, straight-forward manner the men to a man become the personal friends of the officer by the time he has placed them.

Mr. Russell who came from Nanaimo last fall to have a look over the Inverness collieries has left and gone to look after some other of McKenzie and Mann's properties.

A new Stirling boiler is being put up at Allan Shafts. The cars containing the parts were received on the 10th. of May, and it is expected to have steam up on the 1st of June. This must be considered as remarkably quick work.

Gd. Sec'y. Moffatt conducted the first elections of the new town of Dominion in his usual thorough manner. Among his many duties and cares Mr. Moffatt is always to the front when the interests of the public require his services. Dep. Ins. Noville is one of the newly elected councillors.

The Sullivan Machinery Co's. bulletin 48 F. is to hand. The bulletin contains much information that is interesting regarding the continuous coal cutter made by the company. This machine cuts across the room without being moved, and is what may be termed a self-feeder. When the angle is less than 30 this machine should do effective work.

The I. C. R. called for tenders for the supply of coal 1906—1907 to be handed in 10th. of May, later extended to the 12th. of May. The coal is to be tendered for in a somewhat different fashion than in former years. It is calculated that the I. C. R. will have used in the year ending June something like 420,000 tons of coal, a fair quantity.

There are some mechanics at the Allan Shafts who are very fertile in resource. In the blacksmith shop is a very handy little trip hammer, constructed out of a spare compressed air drill. The drill is placed in a vertical position, and in place of a bit is substituted a 3 x 3" or so piece of steel. A foot treadle to which is attached a spring regulates the force and the velocity of the stroke. The machine will weld bars or bend pins.

There is much activity around the Allan Shafts. There is a lot of work to be done before the surface works are put in ship shape order. An open cutting is being made sloping towards the No. 1 shaft, which it will strike at the broken ground. The shaft will be concreted on all sides for fifty feet from the top down. By way of the open drift the timbers will be taken to the shaft the full length required, over thirty feet, without the necessity of cutting them, which would be necessary otherwise. This work will take considerable time, but will be completed before the steel bank head is erected. There will be no hoisting of coal from the No. 1 Shaft for several months. Next year the No. 1 will be the main shaft. Powerful engines will be put up, capable of hoisting at high speed. There will be double deck cages, each deck carrying a box containing a ton and a quarter of coal.

AROUND THE COLLIERIES.

The contract for supply of coal for the Prince Edward Island Railway goes this year to the Gowrie and Blockhouse Collieries, Ltd.

There is only a small bank, some 6000 tons, of coal at the Drummond, so that when a steamer is loaded her cargo will be fresh mined coal.

The Mabou & Gulf Coal Co. could not undertake to tender for a large quantity of coal to be delivered at a gulf port, though requested to do so.

A Stanley header will be put in operation at the No. 2 Allan Shaft as soon as the new compressor is erected. The compressor has been shipped and should be in position in a few weeks.

The 32 coke ovens of the Intercolonial Coal Co. turn out 1100 tons of superior coke monthly. The coke is in large demand; the Londonderry Iron works being anxious to get all of the product. The coke takes 72 hours in burning.

Sinking of the slope at Mabou has been suspended for the present. The pit is being worked double shifted. The coal at present is being banked and put into the pockets. It is expected to get an average of about 225 tons per day in June.

The shipments of the Inverness Railway & Coal Co. for April which came to hand too late for last issue, were 10,885 as against 5,313 for the same month in 1905, giving an increase of 5572. The shipments will be placed in regular column in June issue.

A 'Scnife' trough washer is being erected, at the Drummond, with elevators, conveyors and storage. These are to be run in conjunction with the washer. The capacity of the washer plant will be 150 tons a day sufficient for all immediate requirements.

There are at present 9 leading places in the No. 2 Allan shaft. From these places it is expected to draw coal until the first balance is started. Coal cutting machines are employed and it is expected that from the nine places, from 300 to 350 tons may be obtained each day—of 24 hours.

The Record was sorry to hear of the severe accident which befell Mr. McIsaac, underground manager at Inverness. He got caught by boxes in the pit and got a terrible squeeze, being battered and bruised and having bones broken. The Record hopes for recovery.

One of the Radialax coal cutting machines was experimented with at the Vale Colliery last week and gave much satisfaction. The holing cut of the machine is four inches high. In three hours with low air pressure, a six ft. deep, by 12 ft wide cut was made in three hours, not in coal, but under the coal which was hard fire clay of almost a flinty nature.

The men at the Drummond Colliery are working very steadily at the present time and it is hoped that they will continue like minded during the summer. Westville, it is claimed, is now a dry town. If it continues so the collieries will without doubt be beneficially affected.

Some of the machinery supply men do not meet their engagements as to the delivery of machinery. A Radialax coal cutter ordered four months ago, and which was expected to be in operation two months ago has not yet come to hand. These delays cause worry to the management.

The new pier at Mabou is said to be a substantial and most convenient affair. Indeed it is claimed that when completed, that is when the conveyer is in place, it will be one of the best shipping piers in the province. Pockets have already been built to hold a thousand tons of coal.

The first cargo of coal for the season was shipped from Mabou on the 5th. May or only five days behind the time set for the first shipment. But shipping has not been continuous owing to delay on the part of the makers of the conveyer, who had agreed to have the machinery on the ground in April. The coal had to be shipped by means of a ton box on a short road built on top of conveyer platform.

The 'new broom' at the Drummond Colliery still continues to do some brisk brushing. Floyd only found his feet when he fell into the position of manager of the Company. He is working like a fine fellow and yet seems to be losing no flesh. The output of the mine these days is 1200 tons, and this is something remarkable when it is remembered that the distance from the surface to the face is 6880 feet, surveyors measurement and not an approximate merely.

The S. S. Hvaso, the Drummond charter boat, arrived at the shipping pier Saturday morning and sailed out with the tide the following morning. One of the Acadia Coal Company's boats arrived at the landing on Monday and had equally quick despatch. The Intercolonial Coal Co. are looking for another boat, in fact have been looking for one for sometime back. A second boat they must have in order to enable them to ship 50,000 tons to the St. Lawrence.

Preparations are in progress for the sinking of yet another lift in the main slope at the Drummond Colliery. The lift will be 500 feet. When completed the total length of the main slope will be 7380 feet. If any Record readers know of a longer main slope anywhere on this or the other side of the Atlantic, we would be pleased to have particulars. Of course we mean a 'slope' and not a drift or an entry. Long ago geologists put the limit of length of the Drummond slope at about half the distance it has now attained.

AROUND THE COLLIERIES.

Work in the Emery shaft at Reserve is well advanced.

Sydney No. 3 has the handsomest and most convenient wash-house in the province.

The Queen pit, Sydney No. 5, is now a regular producer. About a hundred men are employed underground.

The mine output averages of the Dom. Coal Co. may possibly be lower than anticipated owing to a scarcity of unskilled labor.

The people of Inverness are feeling better than for some time back. With the shipping season has come a larger circulation of money.

The big coal heaps in C. B. are already rapidly disappearing and will go faster from this out as the colliers are now making regular trips.

Dom. No. 6 mine has no fewer than five new lifts ready for coal cutting machines. The rooms have all been broken off by hand pick miners.

Grand Sec'y. Moffatt is busy these days. There are no large troubles looming up but there are innumerable petty differences requiring adjustment.

Dominion No. 2, together with Reserve and the Hub, is having a building boom. It is intimated that no fewer than two hundred houses are being erected.

Inverness mine under the new system of working is getting along very well. The output has been very good of late reaching nearly the thousand a day mark.

The long wall work at Reserve, which has been going through the experiences of all long wall work, at a beginning, is getting into shape. An area not less than 800 ft. has been opened up—about 400 ft. in each section.

The Reserve mine is having a new wash-house 60 by 80 ft. It will equal the best wash-house at any of the Dominion collieries. The compressor house, and other buildings such as boiler house are nearing completion.

The heavy part of the construction of the Dom. No. 6 bankhead, composed of pitch pine placed on concrete walls with abutments is all up. The boarding in of the bank house has commenced, and will be followed soon by the roofing with corrugated iron. It will not take long to place the modern tipples and the other bank machinery for cleaning and assorting the coal.

Mr. Plummer, the President of the Dom. Iron & Steel Co. who has been in Britain for his health the past winter is coming back greatly improved. Mr. Plummer's return is rather sudden. Probably he may wish to enquire into the reason for the G. T. P. buying rails for a Canadian Road in the United States. It is said the G. T. P. bought 50,000 tons of rails in the United States without permission from the government. This renders the rails liable to duty, but two chances to one no duty will ever be paid. The G. T. P. have too big a pull to be called upon to do that which they do not want to do.

A new boiler for the main slope of the Drummond colliery is being made by the John McDougall, Caledonia Iron Works, Montreal.

They say that Stellarton is at long length to have the long talked of bridge at the south end. But for political expediency the bridge would have been there long ago. However better late than never.

It is said that work at Port Hood will not be conducted this year on an active scale, that is so far as coal shipments go. The principal work to be done is that of development, in preparation for big work next year. This is the wisest plan to pursue though it involves considerable expenditure without immediate returns.

The Broughton people have not as yet got into smooth working order. It is a pity the company had not from the first some one as adviser conversant with conditions as they exist in Nova Scotia. It is said that all success is built on failure, and it is to be hoped that the lack of success commensurate with zeal expended, may yet lead to a success that will be substantial.

Mr. Stephen of Halifax and Arisaig has discovered a mare's nest. He has just found out that the Record acknowledges it knows nothing about the big iron ore deposits at Arisaig. But is that all that Mr. Stephen has as yet learned. He ought to know that the Record professes to know nothing about the much referred to vastness of the iron ore deposits of Nova Scotia. The Record has been clamoring for more light for the past two years. But, and the Record goes further and says, neither the Record, Mr. Stephen, or any other body knows for certain that Nova Scotia is possessed of immense quantities of ore, though that may be the general belief. All the Record demands is some reasonable proof. The Steel Cos' are anxious to get native ore. How is it that they have looked long for a supply and it is not forthcoming. There must be a reason. What is it? Mr. Stephen intimates that he retires from the controversy. That proves that Mr. S. is wiser than some might take him to be.

There was another death in a C. B. mine last week caused by a rake. These rake accidents are gaining a reputation for frequency of occurrence. If twenty years ago, explosions had to be blamed for most mine accidents, and ten years ago falls of rooms took leading place, it now may be said that accidents from rakes have become most frequent. If any class of accidents may be classed as preventable then those from rakes should be so. Accidents from rakes must be attributed to rashness on the part of the men or lack of supervision and inspection on the part of the officials. If a man is not where he should be and gets jammed the fault is his own. If a man gets caught by a run-away, then the fault is an official's, or the company's. In England the other day, or was it in Wales, five men were killed and nineteen were injured by a run-away rake; the cause of the accident was a defective hook or link. At some of the collieries where there are no self-oilers, the boxes are oiled every time they come to the surface. Would it not be wise to tap the wheels and inspect the draw-bars at least once a day. What is the good of examining the rope, if the couplings are wholly neglected.

Mr. Thomas, lately mine manager at Broughton has resigned and is succeeded by Mr. Hampdon. The latter like the former is an Englishman. Mr. Mayhews son has been appointed General Manager.

There was nearly a serious accident the other day at Dom. No. 2 from overwinding. This won't do No. 2. This is the second instance of the same kind there and it should not occur again. Men with only steady eyes and hands should be put at the man hoisting engine. Why cannot Baird invent some kind of machine that will operate when the cage has been lifted five feet above the surface. The machine could be fitted with a bolt which would knock the engine man to one side, seize the handle, and apply instantly the brakes. The notice of the accident appeared in a C. B. paper and the Record assumes it is correct.

Mr. A. L. Mudge, who has been appointed Estimating Engineer of Allis-Chalmers-Bullock, Limited, Montreal, is one more Canadian who after experience in the great industrial establishments of the United States, has returned to take a responsible position at home. After graduating from McGill University in Mechanical Engineering in 1894, and in Electrical Engineering in 1895 he spent one and one-half years with the Canadian General Electric Co., Peterboro, and afterwards some time with the Royal Electric Co., Montreal. From 1899 to 1901 he was Electrical Engineer for the Grand Trunk Railway System from Portland to Detroit. From Montreal he went to Pittsfield, Mass., to take charge of construction work for the Stanley Electric Manufacturing Co. During the past two years he has been with the Allis-Chalmers Co., partly in the Bullock Electric Works at Cincinnati, and latterly in the Head Office, Milwaukee.

Besides the Stirling boiler being erected at the Allan Shaft another is shortly to be added. This will make four boilers in all. The two boilers first installed are to be moved back in line with the one now being put up. It is expected to move the boilers bodily, brick work and all. If Mr. Harry Coll manages this successfully he will be entitled to a first class certificate as a brick building with contents mover. If the building after removal had not to be elevated a few feet, Harry might attempt to move the foundation also.

Last issue reference was made to a peculiar explosion of gas, said to have occurred at Hunter's mountain coal seam, and which melted the snow for four miles. A correspondent of the Sydney Post gives the following in reference to the coal seam:—

"In the Hunter's Mountain section coal was discovered some time ago, and considerable prospecting done. The indications were highly encouraging, and had it not been that the Department of Mines, about a year ago, published a most unfavorable report of this coal field, it is almost certain that a thorough exploitation of the deposit would have been made. It is claimed that the official report was issued without a reasonable investigation having been made, and that the publication of the report actually prevented the organization in Montreal of a company for a preliminary development of this coal basin. Deputy Inspector, P. Neville, of Cape Breton county, had gone over the ground and after a careful examination reported favorably upon the property. A mining expert from Scranton, Penn., also made a careful survey, and in his report strongly sup-

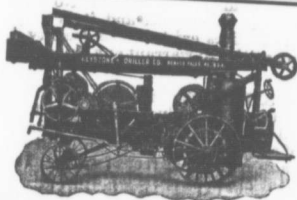
ported that made by Mr. Neville. No further development has taken place and it is as yet unknown if coal does exist in this locality in sufficient quantities to warrant any extensive development.

The S. S. Tante, the charter boat of the Mabou and Gulf Coal Co., arrived for cargo last week, but could not be loaded on account of delay in delivery of the conveyer. The Tante will carry 800 tons on a draught of 12 feet of water. The depth of water at present on the bar at high tide is only 13 feet, so if the steamer is fully loaded she will need to be skilfully navigated. It is expected that the dredge will soon get to work and deepen the channel sufficiently to allow the steamer to pass out easily. She will be employed carrying coal to Halifax, St. John and other lower province ports.

The west level in the Foord seam of the Allan shaft is in 600 feet from the bottom. At 1000 feet from the bottom the first balance, likely, will be driven. On the same side in the Cage seam the level is in 765 feet. On the east side the level of the big seam is in 375 feet. This level is not driven in the coal, but will strike it at say 400 feet, or in a day or two. The level in the Cage seam, east side, is in 400 ft. and has been driven all the way in coal. Only 7 feet of the big seam is as yet being mined. It is mined about 7 feet from the bottom. About 14 feet of the Cage seam will be worked. The management may make a change in the mode of working when development work is more advanced. On the west side all the coal will come by way of the Cage seam drift and in order to make this successful the drift is being widened.

The Great Northern Exploration and Development company of Lynn, Mass., owners of two gold mines at Isaac's Harbor, have purchased from local farmers the Smithfield lead mine, Stewiacke. A number of directors will be in Stewiacke next week to decide on the extent of the operations for the summer. At the present ten men have commenced work. Ore is to be shipped via Halifax to South Boston for smelting, and will go in sacks. The mines have been idle for twenty years. Some of the leading owners having died. The main lead is not known but large pockets are in sight to keep men busy for the summer.—Hx. Herald.

Rev. Father Paradis, who has lately returned to Ottawa from Cobalt, says prospectors of that place report the discovery of diamonds near the silver region. One man, who had considerable experience in the Kimberley diamond fields, is confident that the precious stones are available at Sharpe Lake, some two miles from Cobalt. Father Paradis says the people are going into Cobalt in parties 500 strong. He was impressed with the necessity of spending plenty of money to carry on successful mining operations, and he observed also that many prospectors went to Cobalt without sufficient knowledge of mining. He brought down some specimens of rock to the geological survey and is having them tested. Should diamonds be discovered in paying quantities in New Ontario, Dr. Ami, of the geological survey, will be able to say, 'I told you so.' For a long time the doctor has predicted that diamonds would be found there and in quantities that would dazzle the world. Every particular of rock formation points to the strong probability of diamonds being there, says the doctor.



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nothing cheap or skimpy
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The Valve Seat is round,
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possibility of any grit or dirt
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change the disc in a moment's time by a slot, cut in top of same, and requires no nuts, bolts, washers or springs to secure it. To change a disc in a Fairbanks Valve slip the old disc from end of a spindle, slip on a new one, and then don't worry.

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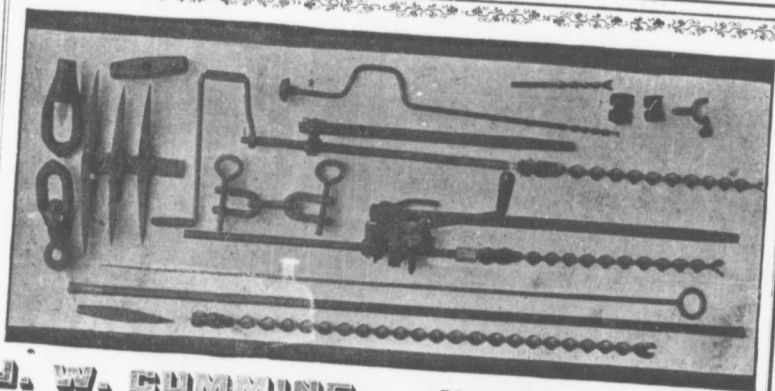
Shaft Sinking Records



Allan Shaft No. 2, Acadia Coal Company, was sunk 128 ft. and timbered up 100 feet in August, and sunk 132 ft. and timbered 137 ft. in November.

On 2, Air Compressor and Rock Drills were used. Works, Montreal, Branch, New Glasgow.

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ESTIMATES PROMPTLY FURNISHED



Synopsis of Regulations for disposal of Minerals on Dominion Lands in Manitoba, the Northwest Territories and the Yukon Territory.

Coal—Coal lands may be purchased at \$10 per acre for soft coal and \$20 for anthracite. Not more than 320 acres can be acquired by one individual or company. Royalty at the rate of ten cents per ton of 2000 pounds shall be collected on the gross output.

Quartz—Persons of eighteen years and over and joint stock companies holding free miner's certificates may obtain entry for a mining location. A free miner's certificate is granted for one or more years, not exceeding five, upon payment in advance of \$7.50 per annum for an individual, and from \$50 to \$100 per annum for a company, according to capital.

A free miner, having discovered mineral in a place, may locate a claim 1500 x 1500 feet by marking out the same by two legal posts, bearing location notices, one at each end on the line of the hole or vein.

The claim shall be recorded within fifteen days if located within ten miles of a mining recorder's office, one additional day allowed for every additional ten miles or fraction. The fee for recording a claim is \$5.

At least \$100 must be expended on the claim each year or paid to the mining recorder in lieu thereof. When \$500 has been expended or paid, the locator may, upon having a survey made, and upon complying with other requirements, purchase the land at \$1 an acre.

Permission may be granted by the Minister of the Interior to locate claims containing iron and mica, also copper in the Yukon Territory, of an area not exceeding 160 acres.

The patent for a mining location shall provide for the payment of Royalty of 2 1-2 per cent of the sales of the products of the location.

Placer Mining—Manitoba and the N. W. T., excepting the Yukon Territory.—Placer mining claims generally are 100 feet square; entry fee, \$5, renewable yearly. On the North Saskatchewan River claims are either bar or bench, the former being 100 feet long and extending between high and low water mark. The latter includes bar diggings, but extends back to the base of the hill or bank, but not exceeding 1000 feet. Where steam power is used, claims 200 feet wide may be obtained.

Dredging in the rivers of Manitoba and the N. W. T., excepting the Yukon Territory.—A free miner may obtain only two of five leases of five miles each for a term of twenty years, renewable in the discretion of the Minister of the Interior.

The lessee shall have a dredge in operation within one season from the date of the lease for each five miles, but where a person or company has obtained more than one lease one dredge for each fifteen miles or fraction is sufficient. Rental, \$10 per annum for each mile of river leased. Royalty at the rate of two and a half per cent collected on the output after it exceeds \$10,000.

Dredging in the Yukon Territory—Six leases of five miles each may be granted to a free miner for a term of twenty years, also renewable. The lessee's right is confined to the submerged bed or bars in the river below low water mark, that boundary to be fixed by its position on the 1st day of August in the year of the date of the lease.

The lessee shall have one dredge in operation within two years from the date of the lease, and one dredge for each five miles within six years from date. Rental \$100 per mile for first year and \$10 per mile for each subsequent year. Royalty same as placer mining.

Placer Mining in the Yukon—Creek, gulch, river and hill claims should not exceed 250 feet in length, measured on the base line or general direction of the creek or gulch, the width being from 1000 to 2000 feet. All other placer claims shall be 250 square feet.

Claims are marked by two legal posts, one at each end, bearing notices. Entries must be obtained within ten days, if the claim is within ten miles of mining Recorder's office. One extra day allowed for each additional ten miles or fraction. The person or company staking a claim must hold a free miner's certificate.

The discoverer of a new mine is entitled to a claim of 1000 feet in length, and if the party consist of two, 1500 altogether, on the output of which no royalty shall be charged, the rest of the party ordinary claims only. Entry fee \$10, Royalty at the rate of two and one half per cent on the value of the gold shipped from the Yukon Territory to be paid to the Comptroller.

No free miner shall receive a grant of more than one mining claim on each separate river, creek or gulch, but the same miner may hold any number of claims by purchase, and free miners may work their claims in partnership by filing notice and paying fee of \$2. A claim may be abandoned and another obtained on the same creek, gulch or river, by giving notice and paying a fee.

Work must be done on a claim each year to the value of at least \$200. A certificate that work has been done must be obtained each year, if not the claim shall be deemed to be abandoned, and open to occupation and entry as a free miner.

The boundaries of a claim may be defined absolutely by having a survey made and publishing notices in the Yukon Office of Gazette.

Petroleum.—All unappropriated Dominion Lands in Manitoba, the North West Territories, and within the Yukon Territory, are open to prospecting for petroleum and the minister may reserve for an individual or company having machinery on the land to be prospected an area of 1200 acres for such period as he may decide, the length of which shall not exceed three times the breadth. Should the prospector find oil in paying quantities and satisfactorily establish such discovery, an area not exceeding 640 acres, including the oil well will be sold to the prospector at the rate of \$1 an acre, and the remainder of the tract reserved, namely 1,280 acres, will be sold at the rate of \$3 an acre, subject to royalty at such rate as may be specified by Order in Council.

W. W. CORY

Dept Interior.

Deputy of the Minister of the Interior

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Because it is the only Tobacco which does not excite Thirst for Water after using.

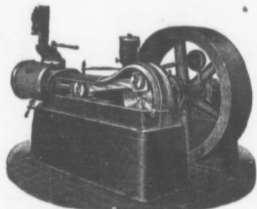
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EASTBOUND				WESTBOUND			
Read Down		No. 54		STATIONS.		Read Up	
No. 52	No. 54	No. 52	No. 54		No. 52	No. 54	
a. m.	p. m.	a. m.	p. m.		a. m.	p. m.	
L 11 10	L 2 55	P 10 30	P 10 30	PORT HASTINGS	A 10 30	A 10 30	3 25
S 11 16	S 4 00	F 10 30	F 10 30	PORT HAWKESBURY	L 10 40	L 10 40	3 27
A 11 25	A 4 13	P 10 30	P 10 30	TROY	P 10 24	P 10 24	3 10
	L 4 18	F 10 30	F 10 30	CREGGISH	P 9 55	P 9 55	
	P 4 20	P 10 30	P 10 30	CATHERINES FOND	P 9 55	P 9 55	
	S 4 43	F 10 30	F 10 30	PORT HOOD	L 9 08	L 9 08	
	F 4 50	P 10 30	P 10 30	GLENCOE	P 8 45	P 8 45	
	P 4 55	F 10 30	F 10 30	MAROU	P 8 45	P 8 45	
	F 4 58	P 10 30	P 10 30	GLENYVIE	P 8 45	P 8 45	
	P 5 02	F 10 30	F 10 30	BLACK RIVER	P 7 50	P 7 50	
	F 5 05	P 10 30	P 10 30	STRATHLOUNE	S 7 25	S 7 25	
	A 7 20	L 10 30	L 10 30	INVERNESS	L 7 30	L 7 30	
	p. m.	a. m.	a. m.		a. m.	a. m.	

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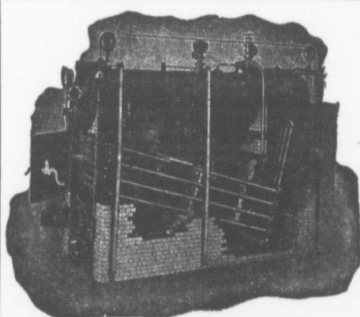
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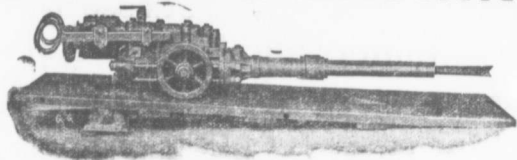
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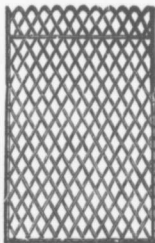
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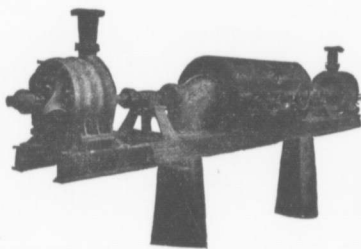
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FRESH MINED SPRINGHILL COAL

... ANALYSIS ...

	NO 1	NO 2	NO 3
Moisture.....	2.02 %	1.41 %	2.71 %
Volatile combustible matter 18.94 %	27.93 %	28.41 %	
Fixed Carbon.....	75.29 %	67.47 %	64.69 %
Ash.....	3.75 %	3.19 %	4.19 %
	100.00	100.00	100.00
Sulphur.....	1.15 %	58 %	.29 %

BEST COAL FOR

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Delivered By Rail or Water

BEST COAL FOR
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The year Round

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HYDROGEN	5 11 " "	5 22 " "
OXYGEN	7 34 " "	6 72 " "
NITROGEN.....	1 16 " "	1 27 " "
SULPHUR	0 56 " "	3 07 " "
ASH.....	2 30 " "	4 10 " "
WATER.....	3 35 " "	2 11 " "

100 00

100 00

Calorific Power of Steam Coal :—Pounds of Water evaporated from 212 per cent Fah, by one pound of the coal as determined in Thompson's Calorimeter,—14.8 lbs.

Shipping facilities at Sydney, and Louisburg,
 G. B., of most modern type. Steamers carrying
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'Special attention given to quick loading of
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*The Dominion Coal Co. has provided unsurpassed facilities for Bunkering
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 Steamers of any Size are bunkered without detention.*

*By Improved screening appliances lump coal for Domestic trade is supplied
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